

SB 168: Revision of Transportation Law Bill
Sponsor: SENATOR Ryan Zinke, Whitefish**Recommended Amendments:****Page 1, line 22****Following: "device"****Insert: "that conforms to the sign manual adopted in 61-8-202."**

(3) Pursuant to 7-14-4103, a municipality, as defined in 7-1-4121, may place and maintain a traffic control device that conforms to the sign manual adopted in 61-8-202 upon a highway within its boundaries unless the highway is a controlled-access highway. The municipality is responsible for any costs of placing and maintaining the traffic control device.

Page 2, line 18**Following: second "highway"****Strike ", without" through "set"****Insert: ", provided that an engineering and traffic investigation is completed by the municipalities prior to changing the speed permitted under 61-8-303."****Page 2, line 20****Following: 61-8-303****Insert: The municipalities are responsible for any mitigation costs of the engineering and traffic investigation recommendations.**

(3) A municipality may determine the proper speed for all highways within its boundaries, unless a highway is a controlled-access highway, provided that an engineering and traffic investigation is completed by the municipalities prior to changing the speed permitted under 61-8-303. The municipalities are responsible for any mitigation costs of the engineering and traffic investigation recommendations. As used in this section, municipality has the meaning provided in 7-1-4121.

What this bill is:

Addresses two issues:

1. Allows local municipalities the authority to **DETERMINE** speed limits on uncontrolled state highways in the interest of public safety.
2. Allows local municipalities to **INSTALL**, at their own cost, traffic control devices on controlled highways in the interest of public safety and improving traffic flow.

“Uncontrolled state highways” refers to those state highways that transit through defined city limits and essentially function as a city street:

- They are patrolled and policed by local authorities
- They are maintained by local authorities
- They are essentially a street with a funding line to the state for major improvement

What the bill does:

Provides the **option** for a local municipality to assume the **authority** from the state government for two simple traffic control issues.

The local government **may** assume the option.

Maintains uniform safety standards

- Centralizes direction, decentralizes execution i.e. what body of government is in the best position to make the decision?

What this bill does not do:

Does not allow a municipality to arbitrarily regulate the speed limit i.e speed traps, et al..

-Speed limits are set on the basis the completed engineering and traffic investigation recommendations by the municipalities prior to changing the speed permitted under 61-8-303

Does not allow a municipality to arbitrarily install traffic control devices.

-Signal devices must be in accordance to the sign manual adopted in 61-8-202.

Does not cost the state additional funds since any mitigation of 61-8-202 is paid for by the municipality.

Does not change state standards

Does not jeopardize federal funding

How this bill helps:

Allow local government authority on their streets for two very simple and straight-forward traffic issues.